

REMARKS

Claims 1-24 and 26-29 are pending in this application. By this Amendment, the Abstract is amended.

The Abstract is objected to because it exceeds 150 words. By this Amendment, the Abstract is amended to be 150 words or less. Accordingly, it is respectfully requested that the objection be withdrawn.

Applicant appreciates the acknowledgement of allowable subject matter in claims 7-10, 18 and 19. These claims are objected to because they depend on a rejected based claim. As set forth below, the base claim is allowable. Accordingly, it is respectfully requested that the objection be withdrawn.

Claims 1-6, 11-17, 20, and 26-29 are rejected under 35 U.S.C. §103(a) over Loyd (U.S. Patent No. 4,414,940); and claims 21 and 22 are rejected under 35 U.S.C. §103(a) over Loyd in view of Gray (U.S. Patent No. 6,651,432). The rejections are respectfully traversed.

As recognized in the Office Action, Loyd fails to disclose an internal combustion engine using a second fuel that is different from a first fuel, as recited in independent claims 1 and 26. The Office Action asserts that the deficiencies of Loyd are remedied because it would have been obvious to one of ordinary skill to modify Loyd to use a second fuel that is different from the first fuel. The Office Action further asserts that this modification would have been motivated because Loyd discloses that the Loyd system can accommodate a variety of fuels.

It is respectfully submitted that there is no motivation provided in Loyd that would prompt a person of ordinary skill to use a second fuel that is different from a first fuel. Throughout Loyd, the disclosure is limited to the use of a single fuel in the Loyd system as the fuel injected by the pilot injection nozzle 36 and the main injection nozzle 38. See Loyd

at col. 5, lines 4-6. Indeed, Loyd expressly discloses the use of a single fuel with nozzles 36 and 38:

The fuel which is spray-injected by pilot injection nozzle 36 and by main injection nozzle 38 may be any one of a variety of fuels such as gasoline, diesel fuel, or jet fuel, permitting the use of a cut or fraction of fuel which will provide the largest energy output per barrel of crude. In a given engine, the same fuel is used by both pilot injection nozzle 36 and by main injection nozzle 38.

Loyd at col. 5, lines 7-14. Loyd's reference to the possible use of a variety of fuels at col. 3, lines 44-46 (referred to in the Office Action) does not disclose or suggest a combined use of two different fuels within the Loyd system, and it does not overcome the express disclosure cited above. Loyd therefore teaches one of ordinary skill away from using two different fuels, and there is thus no motivation to modify Loyd as asserted in the Office Action.


Furthermore, the Loyd system is designed to draw fuel from a single fuel tank 91. See Fig. 7 and col. 9 at lines 34-35 and 54-57. Thus, a person of ordinary skill could not modify Loyd as asserted in the Office Action because to do so would result in a mixing of the two fuels in fuel tank 91, thereby defeating the purported motivation for the combination.

For the foregoing reasons, Loyd modified as asserted in the Office Action, and Loyd (as modified) in combination with Gray, fails to disclose all of the features recited independent claims 1 and 26, as well as the additional features recited in the dependent claims thereof. It is respectfully requested that the rejections be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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